

Toledo Harbor Lighthouse Access Dock and Ramp
Toledo Harbor Lighthouse Preservation Society
Sandy Bihn Toledo Harbor Lighthouse Preservation Society
Steve Shrake Duket Porter Architectural Firm

ABSTRACT

Thanks to funding from LEPF to help with the costs of the dock, ramp and lift, improved access to the Toledo Lighthouse exists today. The dock and ramp are anchored on a lift that is in the up position when not in use and lowered with a remote device when access to the lighthouse is needed. The Toledo Lighthouse dock, ramp and lift project begins the process of increasing public access to the lighthouse that will grow to a major Lake Erie tourist destination..

Plans and Specification for the lighthouse are underway and the architects require ongoing access to the lighthouse now provided by the dock and ramp on a lift. When restoration is completed in 2 – 5 years, keepers will man the lighthouse to allow boats to dock and tour the lighthouse throughout the season. Visitors will experience the wonders of the Great Lakes warmest, shallowest, fishiest waters and the historic lighthouse that marks the entrance from Lake Erie to Maumee Bay and the Toledo shipping channel.

Background

The dock and ramp for the Toledo Harbor Lighthouse are important beginning steps for the Toledo Lighthouse Restoration Project. Access to the lighthouse became more limited in 1989 when the Army Corps of Engineers secured the lighthouse by placing boulders on three sides of the lighthouse leaving the only access on the Northeastern side. Originally access to the lighthouse could be on any side and helped with docking in varying Lake Erie wind conditions.

The Toledo Harbor Lighthouse Preservation Society(THLPS) determined that the first step for moving forward on restoration was improving access. As with any offshore project, there are challenges. The US Coast Guard required a two foot space to continue to allow access up the rungs on the steel wall, a fabricated piece was needed between the ramp and lighthouse deck. These requirements and the installation required more time than was originally projected.

The dock, ramp and lift have the same design as the original application. This design has a boat lift that has a remote control to move the lift up and down with a dock and movable ramp setting on the lift. The fabricated piece between the deck and ramp is stationary. The good news is that all were installed in October 2008 and are in working order.

Objectives

The objective of this project was to improve access to the Toledo Lighthouse so that a boat could safely dock and people could get to the lighthouse by exiting to a dock and ramp to the deck of the lighthouse – about 5-10' depending on water levels.

Methods

The design of the boat lift, dock and ramp were with the help of Meinke's Marina and then with Bob Woods from Harrison Marina. During the process Bob Woods sold Harrison marina and gave the project to Don Smith. Don Smith worked with engineer Mark Miller, Miller Brothers and Frank Bihn, Steve Clere, Don Price, and Sandy Bihn, members of THLPS. The fabricated piece between the ramp and lighthouse deck were challenging. Miller Brothers designed it and the structural aspects were double checked by structural engineers from Mannik and Smith. Services from all the above were gratefully donated.

The ramp and lift were purchased from vendors in Florida. The dock was made by Harrison Marina who only charged for materials and Harrison Marina stored all parts during the process at no cost.

The fabricated piece between the deck and ramp was constructed and donated by Art Iron – estimated value over \$5,000. The installation originally was thought to be easy and would be donated needed professionals. After deliberations, it was determined that the installation needed the expertise of Gradel. The installation was done by Gradel who took a barge out for several days to complete the project.

Results

The dock, ramp, lift and fabricated piece were installed in October 2008. The benefits of access began almost immediately. Harbor View Yacht Club members with their boats took THLPS members out to clean the lighthouse. Then the architects were able to spend a day verifying and fine tuning the Phase One Restoration Plans and Specs. The boat, dock and ramp project were made possible by a grant from LEPF that allowed this project to go forward. The LEPF funding of \$10,000 helped with what became a \$34,000 project plus donated materials and services estimated at \$10,000 for a total project of \$44,000. Thanks to LEPF funding this project is complete and will substantially help the restoration work and needed access for growing support for the lighthouse to go forward.

Implications

The Toledo Lighthouse Dock and Ramp project will create publicity and public access for an historic structure in Lake Erie. The estimated \$1 million restoration scheduled for completion in the next five years will provide infrastructure, windows, and period furnishings with Lake Erie museum pieces. The lighthouse will have meeting, education and water related training spaces. THLPS plans for two bedrooms that will be occupied by keepers who pay for the experience so that access to the lighthouse will be available from May until October. The Romanesque Toledo Lighthouse is a 4000 square foot 64' high architecturally unique lighthouse with buff brick and a rolled steel roof. The stories that rooms in the lighthouse will tell about the waters and shipping channel that the lighthouse serves will create increase awareness and enthusiasm for Lake Erie. In 2008 one national and one Great Lakes organization went around the lighthouse on a boat. There were about 100 people that paid for lodging, food and other tourist related expenditures in the area. The Toledo Lighthouse will attract tourists and local people to the waters of Lake Erie and there will be increased awareness of Western Lake Erie waters – the Great Lakes the warmest, shallowest, fishiest waters. The Toledo Lighthouse is an historic unique structure that will become a major Lake Erie tourist destination.

LAKE ERIE PROTECTION FUND

DEC 03 2008

SMALL GRANT - FINAL ACCOUNTING

Grant Number: 296-06

v2008

Budget Categories	Original Budget	Funds Spent	Current Balance	Matching Funds
A. Salaries & Wages				
B. Fringe Benefits				
C. Total Salaries & Benefits (A+B)	\$0.00	\$0.00	\$0.00	\$0.00
D. Non-expendable Equipment				
Boat Dock, Ramp, Lift	\$9,000.00	\$14,503.00	0	\$5,503.00
E. Expendable Materials & Supplies				
F. Travel				
G. Services or Consultants				
Duket Porter Associates	\$1,000.00	\$1,000.00	0	0
H. Computer Costs				
I. Publications/Presentations				
J. All other direct costs				
Transportation, Installation		\$18,500-		\$18,500.00
K. Total Direct Costs (C thru J)	\$ 10,000.00	\$ 34,003-	\$0.00	24,003-
L. Indirect Costs				
Total Costs (K + L)	5 10,000.00	34,003-	\$0.00	24,003-

Ohio Lake Erie Commission
 One Maritime Plaza, 4th Floor
 Toledo, OH 43604
 p 419-245-2514
 f. 419-245-2519
www.epa.state.oh.us/oleo

I certify that the grant expenditures listed and descriptions of the charges are true and accurate to the best of my knowledge. These expenditures represent approved grant costs that have been previously paid for and for which complete documentation is on file.

Project Director
 Authorizing Agent
 Fiscal Agent

	Date 12-1-08
	12-1-08